DEPARTMENT OF THE ARMY
HEADQUARTERS, US ARMY AVIATION AND MISSILE COMMAND
FIXED WING PRODUCT MANAGER'S OFFICE
REDSTONE ARSENAL, ALABAMA 35898-5280

AMSAM-DSA-AS-FW (95-1k) **23 February 2001**

MEMORANDUM FOR Commanders, units operating C-12 aircraft

SUBJECT: Current C-12 Required Equipment List

1. This memorandum distributes the current approved C-12 Required Equipment List (REL) and that document is attached.

2. The Directorate of Evaluation and Standardization (DES), USAAVNC, Fort Rucker has implemented a new policy and is the final approval authority for all operational RELs. The Fixed Wing Product Manager's Office (FWPMO) distributes the approved RELs.

3. In order to avoid confusion with the aircraft Minimum Equipment List (MEL) contained in the maintenance contract statement of work (SOW), DES has identified the operational list as an REL. The REL governs the items of equipment that may be inoperative for flight operations. The LCCS contract SOW MEL identifies required maintenance of various items of equipment for the maintenance contractor. The SOW MEL does not supersede the REL as to flight operations; see page one of the REL.

4. The attached current REL supersedes the existing REL in Chapter 5 of the C-12 Operator's Manuals (TM 1-1510-225-10 and TM 55-1510-218-10). In forthcoming new operator's manuals, the REL will not be included. Instead, Section IX, Chapter 5 of those manuals will include a description of the REL and identify the place for it to be inserted in the manual.

5. Subsequent revised RELs for aircraft will be annotated with a revision number on each page, approved by DES, and distributed by the FWPMO. Upon receipt of the current REL, units must replace the existing REL in the Operator's Manual (-10). The latest version of the REL is required to be inserted in the -10.

6. The point of contact is Ken Butler, FWPMO at DSN 746-1111 or (256) 876-1111.

/S/
STEPHEN WALTERS
LTC, AV
Product Manager, Fixed Wing Aircraft

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US ARMY APPROVED REQUIRED EQUIPMENT LIST – C-12

1. GENERAL. Required Equipment List (REL) is the Army terminology for an operational minimum equipment list and is equivalent to the civilian Minimum Equipment List (MEL) required for civil aircraft to operate with an inoperative item. This REL is the Army approved list for flight operations of the C-12 aircraft. It has been coordinated with the Master Minimum Equipment List (MMEL) prepared by the manufacturer and approved by the FAA for the civilian counterpart (BE200) aircraft. The Directorate of Evaluation and Standardization (DES), USAAVNC has reviewed and approved this REL. Any modification or recommended change to this REL must be submitted to the Fixed-Wing Branch, DES for final approval. DES will routinely update the list with any changes published to the MMEL. Modifications, additions, deletions, or amendments to the REL without DES approval are not authorized.

2. FLIGHT OPERATIONS. This REL is intended to govern flight operations with inoperative components or equipment as specified in the list. A copy of the REL must be inserted in the Operator's Manual and carried on the aircraft for all flight operations. It precludes additional interpretation or comparisons to any other regulatory requirements by the crew.

a. Maintenance MEL. This REL is not to be confused with the Minimum Equipment List (MEL) published in the Life Cycle Contract Support (LCCS) maintenance contract statement of work (SOW). The MEL in the SOW is intended to specify required maintenance by the maintenance contractor and does not supercede this REL for flight operations.

b. Acceptable level of safety. Due to the redundancy of equipment on the aircraft, flight operations in accordance with this REL provide an acceptable level of safety.

c. Minimum repair time and design level of safety. This REL is intended to permit necessary operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is critical that repairs be made at the earliest opportunity to return the aircraft to its design level of safety.

3. NUMBERING SYSTEM. The REL items are numbered so as to match the numbering within the MMEL. Consequently, in the list under any given major system, the individual items may not be numbered sequentially. When numbers are absent it is because the item on the MMEL is not installed on this aircraft.

4. "M" AND "O" SYMBOLOGY. Some items on the REL will have an "M" and/or "O" in the "REMARKS or EXCEPTIONS" column with the following meanings:

a. M – indicates the requirement for a specific maintenance procedure that must be accomplished prior to operation of the aircraft with the listed item inoperative.

b. O – indicates the requirement for a specific operational procedure that must be accomplished in planning for and/or operating the aircraft with the listed item inoperative. If the operational procedures specified are to be used for items annotated with an "O"on the REL then those procedures must be addressed in the unit SOP.

5. ITEMS NOT ON THE REL. If an item of equipment or a component installed on the aircraft is not listed on this REL it is required for flight operations and the aircraft will not be dispatched with that item or component inoperative.

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
21 AIR CONDITIONING							
1. Pressurization Controller	1	0	0	0	0	0	May be inoperative provided flight is conducted unpressurized.
2. Safety Valve (Dump) (M) Maintenance procedure required	1	0	0	0	0	0	(M) May be inoperative provided: a. Airplane remains unpressurized and b. (M) Safety Valve is blocked open.
3. Outflow Valve	1	0	0	0	0	0	May be inoperative provided: a. Airplane remains unpressurized and b. Safety Valve (Dump) is open.
4. Altitude Warning	1	0	0	0	0	0	May be inoperative for pressurized flight at or below 10,000 ft. MSL. OR May be inoperative for unpressurized flight.
5. CABIN RATE OF CLIMB Indicator	1	0	0	0	0	0	May be inoperative provided CABIN ALTITUDE/DIFFERENTIAL PRESSURE indicator is operative. OR May be inoperative for unpressurized flight.
6. CABIN ALTITUDE/ DIFFERENTIAL PRESSURE Indicator	1	0	0	0	0	0	May be inoperative provided: a. Flight is unpressurized and b. Safety Valve (Dump) is open.
7. Bleed Air Shutoff Valves (Environmental)	2	1	1	1	1	1	One may be inoperative in the ENVIRO OFF position for pressurized flight. OR
	2	0	0	0	0	0	Both may be inoperative in the ENVIRO OFF position for unpressurized flight.
8. Bleed Air Shutoff Valves (Pneumatic)	2	1	1	1	1	1	One may be inoperative in the PNEU AND ENVIRO OFF position.
10. AUTOMATIC Temperature Controller	1	0	0	0	0	0	May be inoperative provided MANUAL temperature controller is operative.
11. MANUAL Temperature Controller	1	0	0	0	0	0	May be inoperative provided AUTOMATIC temperature controller is operative.
13. Ventilation Blower	1	0	0	0	0	0	
14. Air Conditioner	1	0	0	0	0	0	
15. Aft Vent Blower	1	0	0	0	0	0	

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
22 AUTO FLIGHT							
1. Autopilot System	1	0	0	0	0	0	
2. Yaw Damper	1	0	0	0	0	0	May be inoperative provided the aircraft is equipped with Raisbeck Dual Aft Body Strakes. OR May be inoperative for aircraft without Raisbeck Dual Aft Body Strakes provided flight is conducted at or below 17,000 ft. pressure altitude.
23 COMMUNICATIONS							
1. Communications Systems (VHF, HF, UHF)	-	-	-	-	-	-	Any in excess of those required by AR 95-1 or FAR may be inoperative.
2. Passenger Address System							
(1) Passenger Configuration (O) Operating procedure required	1	0	0	0	0	0	(O) May be inoperative provided alternate normal and emergency operations briefing procedures are established and used.
(2) Cargo Configuration	1	0	0	0	0	0	
3. Cockpit Speakers (O) Operating procedure required	2	0	0	0	0	0	(O) May be inoperative provided: a. Two operative headsets are available to the flight crew and b. Aural warnings are available.
4. Audio Amplifiers (O) Operating procedure required	2	0	0	0	0	0	(O) May be inoperative provided: a. Two operative headsets are available to the flight crew and b. Aural warnings are available.
5. Static Discharge Wicks	-	-	-	-	-	-	Maximum of 3 wicks may be broken or missing. One wick may be missing or broken from: a. Each wing (includes aileron) b. Each side of horizontal stabilizer c. The vertical stabilizer

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
6. Boom Microphone ***If installed (CVR microphone mounted on the aircraft)	1	0	0	0	0	0	May be inoperative provided repairs are made within three flight days.
7. Cockpit Voice Recorder ***If installed	1	0	0	0	0	0	May be inoperative provided repairs are made within three flight days.
8. Passenger Call System	1	0	0	0	0	0	
9. Voice Activated Intercom ***If installed	1	0	0	0	0	0	
24 ELECTRICAL POWER							
1. DC Generator Caution Lights	2	1	1	1	1	1	One may be inoperative provided the corresponding load meter is monitored.
2. Inverters	2	1	2	2	2	2	One may be inoperative for day VFR.
3. Inverter Warning Light	1	0	0	0	0	0	May be inoperative provided both Inverters are operative.
4. DC Loadmeters	2	2	2	2	2	2	
5. AC Volt/Frequency Meter(s)	1 or 2	0 0	0 0	0 0	0 0	0 0	May be inoperative provided Inverter Warning Light is operative.
6. Battery Temperature Indicating System ***If installed	1	0	0	0	0	0	May be inoperative provided the standard battery charge annunciator system is not affected.
25 EQUIP / FURNISHINGS							
2. Passenger Seats	-	-	-	-	-	-	May be inoperative provided: a. Seat does not block an emergency exit, b. Seat does not restrict any passenger from access to the main aisle, c. The affected seat(s) are blocked and placarded “DO NOT OCCUPY”. NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: A seat with an inoperative recline

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
Passenger Seats							mechanism is considered to be inoperative if the seat back cannot be secured in the upright position.
3. Floatation Equipment	-	-	-	-	-	-	Any in excess of those required by AR or FAR may be inoperative or missing
5. Emergency Locator Transmitter (ELT)	1	0	0	0	0	0	As required by FAR.
6. Passenger Convenience Items	-	-	-	-	-	-	Passenger convenience items, as expressed in this REL, are those related to passenger convenience, comfort, or entertainment, such as, but not limited to galley equipment, ash trays, overhead reading lamps, etc.
7. Toilet	1	0	0	0	0	0	
26 FIRE PROTECTION							
1. Portable Fire Extinguishers	2	1	1	1	1	1	One may be inoperative provided: a. The operable extinguisher is on or near the flight deck, b. There are 6 or fewer passengers aboard the aircraft, c. The inoperative extinguisher is tagged "inoperative", removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit and d. It is repaired or replaced within 3 flight days.
2. Engine Fire Extinguisher System (including detectors) ***If installed.	2	0	0	0	0	0	

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
27 FLIGHT CONTROLS							
1. Trim Tab Position Indicators (Rudder, Aileron, and Elevator) (O) Operating procedure required	3	0	0	0	0	0	(O)May be inoperative provided: a. Tab is visually checked for full range of operation, b. Tab operation is not restricted, and c. Tab is positioned to neutral prior to each departure and neutral is verified by visual inspection.
2. Flap Position Indicator (O) Operating procedure required	1	0	0	0	0	0	(O) May be inoperative provided: a. Flaps are visually checked for full travel and flap operation is not restricted, and b. Flaps are visually checked for proper setting prior to each departure.
3. Rudder Boost	1	0	0	0	0	0	
4. Electric Elevator Trim (M) Maintenance procedure required	1	0	0	0	0	0	(M) May be inoperative provided: a. Electric Trim is deactivated using an approved maintenance procedure and b. Autopilot is not required or used for the intended flight.
28 FUEL							
1. Standby Fuel Boost Pumps	2	1	1	1	1	1	One may be inoperative provided jet fuel is used. OR One may be inoperative using aviation gasoline provided flight is conducted at or below 20,000 ft. pressure altitude.
2. Motive Flow Valves	2	0	0	0	0	0	May be inoperative provided auxiliary tanks do not contain fuel.
3. Jet Transfer Pumps	2	0	0	0	0	0	May be inoperative provided auxiliary tanks do not contain fuel.
4. Crossfeed Light (O) Operating procedure required	1	0	0	0	0	0	(O) May be inoperative provided proper operation of the crossfeed system is checked prior to each departure.
6. Fuel Quantity Indicators (O) Operating procedure required	2	1	1	1	1	1	(O) One may be inoperative provided: a. A reliable means is established to determine that the fuel quantity on board meets the regulatory requirements for

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
Fuel Quantity Indicators cont'd The operative balance of the Fuel Indicating System satisfies the AR 95-1, Table 5-2 requirement.							flight, b. Procedures are established to ensure fuel balance, and c. If fuel is required in the auxiliary tanks for the mission then either the MAIN or AUXILIARY indicating portion of the gauge must be operative.
7. Automatic Auxiliary Fuel Tank Transfer Systems	2	0	0	0	0	0	May be inoperative provided auxiliary tanks do not contain fuel.
30 ICE/RAIN PROTECTION							
1. Surface Deice System (Wing and Horizontal Stabilizer)	1	0	0	0	0	1	May be inoperative provided flight is not conducted in known or forecast icing conditions.
2. Ice Vane Lights	2	1	1	1	1	1	One may be inoperative.
3. Windshield Heaters	2	0	0	0	0	2	May be inoperative provided flight is not conducted in known or forecast icing conditions.
4. Windshield Wipers	2	0	0	0	0	0	May be inoperative provided flight is not conducted in precipitation within 5 nm of the airport of takeoff or intended landing.
5. Pitot Heaters	2	0	2	2	2	2	May be inoperative provided flight is conducted Day VFR and clear of precipitation.
6. Propeller Deice System (AUTO)	1	0	0	0	0	0	May be inoperative provided manual propeller deice system is operative. OR May be inoperative provided flight is not conducted in known or forecast icing conditions.
7. Propeller Deice System (Manual)	1	0	0	0	0	1	May be inoperative provided AUTO propeller deice system is operative. OR May be inoperative provided flight is not conducted in known or forecast icing conditions.

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
8. Heated Fuel Vents	2	0	0	0	0	2	May be inoperative provided flight is not conducted in known or forecast icing conditions.
9. Stall Warning Heater	1	0	0	0	0	1	May be inoperative provided flight is not conducted in known or forecast icing conditions.
31 INDICATING / RECORDING SYSTEMS							
1. Clock with sweep second hand or electric digital clock	2	1	1	1	1	1	One may be inoperative.
2. Flight Hour Recorder	1	0	0	0	0	0	Must be repaired in 1 flight day.
3. Flight Data Recorder ***If installed	1	0	0	0	0	0	May be inoperative provided: a. Cockpit Voice Recorder (CVR) operates normally and b. Repairs are made within five days.
32 LANDING GEAR							
1. Parking Brake (O) Operating procedure required	1	0	0	0	0	0	(O) May be inoperative provided procedures are established to ensure a crewmember remains at the brakes until the wheels are chocked or the aircraft is otherwise secured.
2. Brake Deice System (M) Maintenance procedure required (O) Operating procedure required	1	0	0	0	0	0	May be inoperative provided: a. (M) The rudder boost is not affected. b. (O) The crew avoids prolonged taxi operations in snow or slush.
4. Landing Gear Handle Lights	2	1	1	1	1	1	One may be inoperative.
33 LIGHTS							
1. Cabin Lights Systems	-	-	-	-	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.
2. Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	-	-	-	-	-	-	Individual lights may be inoperative provided the remaining lights are: a. Sufficient to clearly illuminate all required instruments, controls, and other

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
							devices for which it is provided, b. Positioned so that direct rays are shielded from flight crewmembers' eyes and c. Lighting configuration and intensity are acceptable to the flight crew.
3. Landing Lights	2	0	1	0	1	0	May be inoperative for Day operations. One may be inoperative for night operations provided the taxi light is operative.
4. Passenger Notice System (Fasten Seat Belt – No Smoking) (O) Operating procedure required	1	0	0	0	0	0	(O) May be inoperative provided appropriate verbal briefings are given to the passengers.
5. Navigation Light System	1	0	1	1	1	1	May be inoperative for Day operations.
6. Anti-Collision Beacon Light System ***If installed	1	0	0	0	0	0	May be inoperative provided a Strobe Light System is operative.
7. Strobe Light System ***If installed	1	0	0	0	0	0	May be inoperative if a Beacon Light System is operative.
8. Taxi Light	1	0	0	0	0	0	May be inoperative for Day operations. OR May be inoperative for night operations provided both Landing Lights are operative.
9. Wing Ice Lights	2	0	0	0	0	0	May be inoperative provided a portable lamp/light of adequate capacity for wing and control surface inspection during flight is available for night operation in icing conditions.
10. Recognition Lights	2	0	0	0	0	0	
11. Logo Light System ***If installed	1	0	0	0	0	0	
12. Master Caution Lights	2	1	1	1	1	1	One may be inoperative.
(1)Master Warning Light Two light system	2	1	1	1	1	1	One light may be inoperative.

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	**REMARKS or EXCEPTIONS**
(2) Master Warning Light One light system	1	1	1	1	1	1	
13. Baggage Compartment Lights	-	0	0	0	0	0	
34 NAVIGATION							
1. Altimeters	2	2	2	2	2	2	NOTE: Where a servoed electric altimeter is installed a functioning pneumatic indicator is required.
2. Airspeed Indicators	2	2	2	2	2	2	NOTE: Where a servoed electric airspeed indicator is installed a functioning pneumatic indicator is required.
3. Gyroscopic Pitch and Bank Indicator Systems	2	1	2	2	2	2	One may be inoperative provided flight is conducted Day VFR.
(1) Standby Attitude Indicator (EFIS equipped aircraft)	1	1	1	1	1	1	
(2) Standby Attitude Indicator (non-EFIS aircraft)	1	0	0	0	0	0	
4. Gyroscopic Rate of Turn/Slip Indicator							
(1) EFIS equipped aircraft with 5 Turn and Slip indicators	5	1	1	1	1	1	Four may be inoperative provided the remaining operational indicator is on the Pilot Flying (PF) side.
(2) Non-EFIS aircraft	2	1	1	1	1	1	One may be inoperative provided it is on the Pilot Not Flying (PNF) side.
NOTE: The combination of Electric turn indicator and inclinometer on each EFIS flight display constitutes a "turn and slip" indicator.							

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
5. Gyroscopic Directional Indicator Systems	2	1	2	2	2	2	One may be inoperative provided: a. Flight is conducted Day VFR and b. It is on the Pilot Not Flying (PNF) side.
6. Vertical Speed Indicators							
(1) Non TCAS equipped	2	1	1	1	1	1	One may be inoperative provided it is on the Pilot Not Flying (PNF) side.
(2) TCAS equipped (1 TVSI)	2	1	1	1	1	1	One may be inoperative provided it is on the right side.
(3) TCAS equipped (2 TVSIs)	2	1	1	1	1	1	One may be inoperative provided it is on the Pilot Not Flying (PNF) side.
7. ATC Transponders and Automatic Altitude Reporting Systems	2	-	-	1	1	-	IAW AR 95-1, One must be operational for IMC flight. For VFR, any in excess of those required by FAR may be inoperative.
8. Navigation Equipment (VOR/ILS/GPS/RNAV)	-	-	-	-	-	-	May be inoperative provided they are not required for navigation and approach.
9. Weather Radar/ Thunderstorm Detection Equipment	-	-	-	-	-	-	May be inoperative provided flight will not be conducted in an area of known or forecast thunderstorm conditions.
10. Electronic Flight Instrument System (EFIS) Multifunction Display Unit (MFD)							
(1) 5 Tube System (R Model)	5	4	4	4	4	4	(O)(M) One may be inoperative provided the Multi-Function Processing Unit (MPU) is operative.
(2) 4 Tube System (T Model)	4	3	3	3	3	3	(O)(M) One may be inoperative provided it is not the EHSI at the left seat pilot's position.

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
(3) 5 Tube System (U Model)	5	4	4	4	4	4	(O)(M) One may be inoperative provided it is not the EHSI at the left seat pilot's position.
11. Marker Beacon	-	-	-	-	-	-	May be inoperative provided approach procedure does not require its use.
12. Flight Director	2	0	0	0	0	0	
13. Radar Altimeter	1	0	0	0	0	0	May be inoperative provided approach minimums and operational procedures do not require its use. NOTE: GPWS may be affected.
15. Distance measuring Equipment (DME)	-	-	-	-	-	-	May be inoperative provided VORs are not needed for navigation.
16. RMI (Non EFIS equipped aircraft)	2	0	0	0	0	0	
17. ADF	1	0	0	0	0	0	
18. Altitude Alerter	1	0	0	0	0	0	
20. Gyromagnetic Compass Systems							
(1) Compass System #1	1	0	0	0	0	0	May be inoperative provided: a. A Compass switching is installed, b. Left side Directional Indicator is operative and c. Magnetic heading is available and provided to the Directional Indicator.
(2) Compass System #2	1	0	0	0	0	0	May be inoperative provided: a. Right side Directional Indicator is operative and b. Magnetic heading information is available and provided to the Directional Indicator through the Compass Switching System.

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SYSTEM and SEQUENCE NUMBERS	Number Installed	VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
21. Magnetic Compass	1	1	1	1	1	1	IAW AR 95-1, required.
22. Traffic Alert and Collision Avoidance System (TCAS II)	1	0	0	0	0	0	(M) May be inoperative provided the system is deactivated and secured.
(1) Combined TA/RA Dual display	2	1	1	1	1	1	(O) One may be inoperative provided : a. It is on the pilot not flying (PNF) side and b. TA/RA elements and audio functions are operative on the pilot flying (PF) side.
24. Ground Proximity Warning System	1	0	0	0	0	0	(O) May be inoperative provided: a. Alternate procedures are established, used and b. Repairs are made within two flight days.
(1) Modes 1-4	-	-	-	-	-	-	(O) May be inoperative provided: a. Alternate procedures are established, used and b. Repairs are made within two flight days.
(2) Test Mode	1	0	0	0	0	0	May be inoperative provided: a. The GPWS is considered inoperative and b. Repairs are made within two flight days.
(3) Glideslope Deviation (Mode 5)	2	0	0	0	0	0	
(4) Advisory Callouts	-	0	0	0	0	0	(O) May be inoperative provided alternate procedures are established and used.
(6) Enhanced GPWS	-	0	0	0	0	0	

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SYSTEM and SEQUENCE NUMBERS	Number Installed: VMC Day	VMC Night	IMC Day	IMC Night	Icing Conditions	REMARKS or EXCEPTIONS
25. Standby Attitude Indicator						
(1) EFIS equipped	1	1	1	1	1	1
(2) Non EFIS	1	0	0	0	0	0
26. Ground Proximity Altitude Advisory System (GPAAS)	1	0	0	0	0	0
28. Flight Management System (FMS)						
(1) Navigation Databases IAW AR 95-1 the outdated data base may not be used as the primary source for navigation or instrument approaches.	-	-	-	-	-	-	(O) May be out of currency provided: a. Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b. Procedures are established and used to verify status and suitability of Navigation Facilities to define route of flight and c. Approach Navigation Radios are manually tuned and identified.
35 OXYGEN							
1. Oxygen System (Passenger)	1	0	0	0	0	0	(O) May be inoperative provided: a. All components of the cabin pressurization, warning, and indicating systems are operative, b. Aircraft is not operated over terrain which would preclude descent to 14,000 feet MSL, c. Aircraft is operated at or below FL250, d. Portable Oxygen capable of delivering 2 liters per minute for 30 minutes are available for not less than 10% of the passengers and e. Operations procedures are established to ensure the passenger briefing is modified to accommodate revised

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							equipment. OR May be inoperative provided: a. Aircraft is operated in a cargo only configuration and b. The Crew Oxygen System is operative.
52 DOORS							
1. Cabin Door Warning Light	1	0	0	0	0	0	May be inoperative provided: a. A flight crewmember confirms by visual inspection that all doors are latched prior to each departure and b. FASTEN SEAT BELT sign remains ON.
61 PROPELLERS							
1. REVERSE NOT READY light	1	0	0	0	0	0	May be inoperative provided propeller control levers are in HIGH RPM for reversing.
2. Propeller synchrophaser System	1	0	0	0	0	0	
3. Propeller synchroscope	1	0	0	0	0	0	
4. Autofeathering System							
(1) Operations 12,500 lbs and less	1	0	0	0	0	0	May be inoperative provided: a. Switch remains OFF and b. Circuit breaker is pulled.
(2) Operations greater than12,500 lbs	1	1	1	1	1	1	Must be operational for all flight operations with a gross takeoff weight greater than 12,500 lbs